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PHOENIX, ARIZONA, FEB. 29, 1904.

## Russia's Transportation Problem.

Collier's Weekly contains an article  
on "Russia's Transportation Problem  
in Siberia" which gives a better idea  
of this phase of the situation in the  
far east than, perhaps, any other pub-  
lication on the same subject.The article is written by Chase S.  
Osborn, who was commissioner of rail-  
roads for the state of Michigan for  
several years, and who has just returned  
to the United States after an ex-  
tended trip through Russia in Asia,  
where he had exceptional opportunities  
for studying the matters concerning  
which he now writes. Particularly  
interesting are his observations con-  
cerning the famous Lake Balkal which  
has figured so prominently in the dis-  
patches recently, first as having been  
the cause of the death of 600 Russian  
soldiers, and, later, of three whole  
regiments.After all is said and done, Mr. Os-  
born says, "the exact measure of the  
possible volume of through traffic over  
the transsiberian railroad in time of  
peace or war, is just what can be  
moved across Lake Balkal." "The  
weakest link in a rather weak chain."  
There has never been any very clear  
explanation, since the beginning of the  
present conflict, of why the railroad  
was not built around Lake Balkal,  
thus avoiding the terrors and difficul-  
ties which are so clearly associated  
with the task of crossing the forty  
odd miles of water between the two  
ends of the road. Mr. Osborn ex-  
plains that the failure to build a cir-  
cum-Balkal line was wholly due to the  
desire of the Russian government to  
economize, although subsequent de-  
velopments have proved that it would  
have been much cheaper and much  
more satisfactory to build around the  
end of the lake than to adopt the sys-  
tem of ferrying which is now causing  
so much trouble. To have gotten  
around the lake, Mr. Osborn explains,  
would have required a detour of some  
300 versts (a verst is 3500 feet, or about  
two-thirds of a mile) and the construc-  
tion of at least two or three tunnels.  
The Russian engineers decided it  
would cost less to install the ferry sys-  
tem and acted accordingly. They have  
had much cause for regret ever since.Russian experts were sent to study  
the ice-breaking ferries in use at the  
straits of Mackinac, in Michigan, and  
at one time partial arrangements were  
made for the building of the ferry  
boats in this country. Later the plans  
were changed, however, and the ves-  
sels were constructed in England.  
There are two of them, the Balkal,  
of 4200 tons displacement, and the An-  
gara, a much smaller vessel which is  
used as a tender. In theory the Balkal  
is able to break through any ice which  
might form on the lake, but it has  
never been successful. The lake be-  
gins to freeze in November and by the  
first of the middle of December is  
completely ice bound. It continues in  
this condition for fully five months, or  
until the last or middle of April. The  
average thickness of the ice is about  
nine and one-half feet, and this would  
make sledge traffic possible were it not  
for the crevasses which are continually  
appearing. These crevasses are  
from three to six feet in width and  
a mile or so in length. The open wa-  
ter which their breaking presents sel-  
dom freezes in less than a week or  
two, since it is constantly agitated.  
Frequently the crevasses close and  
pile up high windrows of broken ice  
which a sledge team could not possi-  
bly surmount.It is the continuous formation of  
these crevasses which prevents the  
successful construction of a line of  
railroad across the lake. The ice  
breaking ferry can hardly be gotten  
under way for two months or so, and  
it seems that in the meantime the Rus-  
sian authorities will find the matter  
of moving troops from Moscow and St.  
Petersburg to Mukden, Harbin, Vlad-  
vostok and Port Arthur so extremely  
difficult as to give them reason for the  
greatest apprehensions. Under the  
most favorable circumstances from  
three to four weeks are occupied in  
making the trip from Moscow to Port  
Arthur or Vladivostok, and even in  
the summer, when both the Balkal and  
the Angara can be used, it will not be  
possible to move more than 1,000 troops  
per day across the lake. For the next  
two months the traffic must neces-  
sarily be much lighter than this, and  
after then more than 20,000 soldiers per  
month will doubtless be needed to  
properly reinforce the forces already at  
the front. Thus, though Russia's totalavailable military forces are approxi-  
mately 5,000,000 against Japan's 600,  
000, it will be seen that the latter na-  
tion has far the better of the fight  
since the number of Russian soldiers  
now on the scene is comparatively  
small. In other words, Russia must  
fight not only Japan, but adverse con-  
ditions of which the transportation  
problem is probably the worst.When hostilities commenced Russia  
had eight battleships, thirteen cruisers  
and thirty-two torpedo craft at Port  
Arthur and Vladivostok. Japan's  
naval forces in the same waters  
amounted to seven battleships, twenty-  
two cruisers and seventy-five torpedo  
vessels, all of which, so far as known,  
are still in active service. The Rus-  
sians, on the other hand, have lost—  
for awhile at least—three battleships  
and six cruisers.

## Silly and Mischievous Yarns.

There comes from New Orleans a  
story that Captain Robert M. Bruce,  
who commanded a troop of the volun-  
teer cavalry regiment, called the Rough  
Riders, during the Spanish war, is pub-  
licly announcing that he and Major  
Hersey, of the same command, are or-  
ganizing a cavalry regiment of the  
Rough Rider pattern to serve with the  
Japanese army against Russia.Captain Bruce explains that, while  
Japan has refused to receive foreigners  
in its military service, this regiment of  
cavalry will be accepted, "as the cav-  
alry branch is Japan's greatest mil-  
itary weakness." He also tells at length  
how he expects to evade the United  
States authorities. The regiment will  
be organized in Texas, where it will be  
drilled thoroughly and equipped with  
American arms and accoutrements.  
The equipment will be shipped to Japan  
separately. The men will leave as  
individuals and mobilize at some place  
in Japan. And so on.The story is rather unusually rid-  
iculous, because the weakness of Japan's  
cavalry arm is due not to lack of cav-  
alrymen but to lack of cavalry horses,  
but it will serve well enough as a text  
for a few words concerning all such  
stories, of which too many find their  
way into the newspapers. They are all  
ridiculous on their face and yet mis-  
chievous. No man who really was en-  
gaged in such a plan as that described  
by Captain Bruce would publish his in-  
tentions. Because he would know that  
by so doing he would insure the defeat  
of his plan and probably involve him-  
self in serious trouble. The mere fact  
that Captain Bruce has told this story  
to a reporter is, granting Captain  
Bruce's sanity, a strong indication that  
the story isn't true. Captain Bruce has  
simply invited and will doubtless re-  
ceive the close attention of the United  
States secret service for a while.These stories are mischievous be-  
cause they tend to create a false im-  
pression abroad as to the attitude of  
the government of the United States  
toward this struggle in the far east.  
It is evident that the sympathy of the  
American people is almost altogether  
with Japan. But the United States  
government is in nowise responsible  
for the sympathies of the American  
people, and there is no fact to which  
any one can point as evidence that it  
shares them. The attitude of the United  
States government is strictly and  
honestly neutral, and there is every  
indication that it will remain so to the  
end. There is nothing whatever in its  
conduct or utterances with which  
either Russia or Japan can legitimately  
find fault.But such fictions as Captain Bruce's  
story would be, if they were facts, very  
good evidence that the neutrality of  
the United States was a mere sham.  
The effect on Russian public opinion  
and on the Russian government may be  
imagined should Russia hear and be-  
lieve that a regiment of cavalry for  
the Japanese army was being openly  
recruited and drilled in the United  
States, without interference from the  
federal authorities, by officers of the  
American cavalry regiment of which  
the president of the United States was  
formerly the colonel.Such stories should receive no cred-  
ence whatever. The United States gov-  
ernment is now even more than ordi-  
narily determined that there shall be  
no ground for questioning its neutral-  
ity, and the American who is foolish  
enough to undertake to act as a re-  
cruiting officer for the militia in this  
country will land not in Japan but in  
jail.

## Untrustworthy Explosives.

Recent accidents on board American  
naval vessels, placing out of service,  
at great jeopardy to human life, an  
important type of weapon, are causing  
great alarm among army and navy  
ordnance experts. It is evident to tech-  
nical observers that there is some un-  
known influence at work. The suspi-  
cion of the experts has been aroused  
in the direction of smokeless powder,  
regarding which there have been num-  
erous doubts and some timidity. The  
qualities of the composition were deter-  
minable up to a given point, say ord-  
nance officers, but there was one ele-  
ment which could not be even roughly  
estimated, and this was the effect pro-  
duced on the powder by age, the result  
of storing the composition in the store-  
houses and in the magazines of the  
coast fortifications and on ship-  
board. So far, the accidents on board  
vessels have been limited to the guns,  
four of which—two on board the Iowa  
and two on the San Francisco—have  
been ruined. There has been no loss of  
life.

The investigations now being insti-

tuted by the naval authorities will  
probably show whether the accidents  
were due to abnormal developments of  
the powder since the particular lots  
were stored. If such a finding is an-  
nounced there will be much appre-  
hension in the navy, where every ship  
must carry a quantity of the smokeless  
powder. Of course the department will  
at once impose restrictions which will  
protect life and property, and every-  
thing will be done to exact precau-  
tionary measures of those who handle the  
ammunition. Already the Washington  
officials have directed that the smoke-  
less powder charge of naval guns be  
reduced so as to produce muzzle veloc-  
ities which are 200 foot-seconds less  
than the pressures hitherto permitted.  
Rear Admiral O'Neill, the navy chief  
of ordnance, says there is no need of  
alarm, and that the new requirement  
is established with the idea of antici-  
pating whatever increase of power may  
be developed in smokeless powder by  
age. In the army there is also some  
nervousness over the situation. Gen-  
eral Crozier, the chief of ordnance of  
that service, says that the powder now  
in use has an amount of strength  
which, if it were all to be developed at  
the wrong rate, would demolish the  
guns, and it becomes necessary to con-  
trol the method of burning the powder  
so as to insure the safety of the ord-  
nance.The experts are not absolutely cer-  
tain when this rate of burning the pow-  
der will go so far as to produce an  
accident. This was not the case with  
charcoal powder. The ordnance ex-  
perts of the army and navy are look-  
ing carefully into the subject with a  
view to ascertaining the exact condi-  
tion. They feel that the time has come  
when it will be possible to learn some-  
thing of the effect of age on smokeless  
powder.

## CURRENT COMMENT

## SCHOLARS IN POLITICS.

Mayor George B. McClellan, of New  
York city, has written a book, thus  
placing his name on the long list of  
authors who grace American politics  
today. Senator Albert J. Beveridge, of  
Indiana, has written a book on Rus-  
sian affairs. Champ Clark is prepar-  
ing a history of Missouri. Senator  
John Warwick Daniel, of Virginia, is  
the compiler of the best work in the  
United States on negotiable instru-  
ments. Senator George Frisbie Hoar  
has issued many pamphlets and bro-  
chures of excellent merit. His col-  
league, Senator Henry Cabot Lodge,  
an author and historian of recognized  
ability and wide reputation, while  
President Roosevelt has written a li-  
brary of readable books.Senators Hoar and Lodge are prob-  
ably the two most scholarly members  
of the senate, and the biographical  
sketch of each, particularly that of Mr.  
Lodge, is filled with accounts of his  
scholarly attainments and achieve-  
ments and of the historical and liter-  
ary societies to which he belongs. This  
is Mr. Lodge's literary work and record  
as stated by the Congressional Di-  
rectory. "Life and Letters of George  
Cabot," 1881, "Short History of the  
English Colonies in America," 1882,  
"Life of Alexander Hamilton," 1883,  
"Life of Daniel Webster," 1885,  
"The Works of Alexander Hamilton,"  
in 9 volumes, published in 1886,  
"Studies in History," 1889, "Life of  
Washington," 2 volumes, 1891, "The  
History of Boston" (in the Historic  
Towns Series, published by the Long-  
mans), 1892, "Historical and Political  
Essays," and a volume of selections  
from speeches, 1895, in conjunction  
with Theodore Roosevelt, "Hero Tales  
from American History," 1897, "Con-  
tain Accepted Heroes," and other es-  
says, 1898, "Story of the Revolution,"  
2 volumes, 1899, "Story of the Spanish  
War," is a member of the Massachu-  
setts Historical Society, of the Vir-  
ginia Historical Society, of the Amer-  
ican Academy of Arts and Sciences, of  
the New England Historic and Geo-  
graphical Society, and of the American  
Antiquarian Society.But the instances above referred to  
do not include all the scholars and  
writers now in active politics in  
America. Congressman Charles New-  
ell Fowler, of New Jersey, has written  
valuable treatises on the money ques-  
tion, and there are scores of other  
public men whose magazine articles  
and literary productions would be read  
because of their real merit, even if  
their authors did not play a prominent  
part in public affairs.—Kansas City  
Journal

## MODELS OF OUR WAY VESSELS.

A bill was recently introduced in the  
senate by Mr. Heyburn, of Idaho, pro-  
viding that a model of any vessel in  
the navy bearing the name of a state  
or of a city, shall be deposited for ex-  
hibition purposes in the state house or  
city hall of that state or city. Visitors  
in Washington examine with interest  
the models now displayed in the navy  
department, miniature of the eleven  
types of vessels, about ten feet long,  
and there are many requests for loans  
of these fac-similes. Each one is said  
to cost about \$3000, and as there are  
now in the navy thirty-seven ships  
bearing the names of cities, it would  
cost the government at least \$200,000 at  
the outset to carry out the provisions  
of Senator Heyburn's bill.

## THIN FOLKS

Should know that perfect digestion  
and assimilation of the food is the first  
essential to the putting on of  
solid flesh. Persons who have a weak  
stomach and suffer from Dyspepsia, In-  
digestion and Constipation are always  
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nourishment from their food. Try  
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will strengthen the stomach, perfect  
digestion and build up firm, solid flesh.  
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STOMACH BITTERSSecretary Whitney originated the  
idea of having these models with the  
hope that they would serve to popular-  
ize the new navy, and it is significant  
of the broadened interest in our war  
vessels that this extension of the same  
idea comes from a Rocky mountain  
state. The Journal's Washington cor-  
respondent says that Mr. Heyburn's  
basic claim is that his bill would en-  
able millions of people to see the mini-  
ature ships and would increase the local  
pride in particular battleships and  
cruisers. If the measure should be en-  
acted, two of the models would come to  
this state, one of the battleship Rhode  
Island to the state house and one of the  
gunboat Newport to the city hall of  
our southern city. The name of Providence  
should be applied to a cruiser  
within a few years. There are only  
three cities of its size—Pittsburg, Lou-  
isville and Jersey City—that are not al-  
ready on the list of ships affixed in un-  
der construction. The only objection to  
Mr. Heyburn's proposition is the cost,  
and that is not extravagant compared to  
many things that slide through con-  
gress as if greased. A Yankee genius  
could construct one of the models for  
one-half the amount that dawdling  
workmen make it necessary for the  
government to pay.—Providence Jour-  
nal.

## THE EPOCH OF EDISON.

Twenty-five years in the history  
of the world is but a drop in the ocean  
of time and yet, as the banquet tend-  
ered to Thomas A. Edison by the  
American Institute of Electrical Engi-  
neers last night reminds us, it is only  
a quarter of a century since the Wis-  
ard of Menlo Park invented the incan-  
descent light and first demonstrated the  
commercial possibilities of electrici-  
ty.A few years prior to this, at the  
Universal exhibition in Paris in 1878,  
the Russian Jablochkoff astonished the  
world by the introduction of the elec-  
tric arc light. The splendid Avenue de  
l'Opera in Paris was lighted by the  
Jablochkoff arc light, and it was the  
main wonder of the exhibition. One  
year later Edison invented the incan-  
descent light and, in spite of the scoff-  
ers, he soon demonstrated the com-  
mercial possibilities of electricity. The  
age of steam, which had lasted for  
75 years, was in a twinkling sup-  
planted by the age of electricity, and for  
25 years it has been steadily driven  
backward by the new power.—Brook-  
lyn Citizen.

## LAKE AND OTHER SHIPS.

During the month of January there  
were built and officially numbered for-  
ty-six new vessels at the United States  
The Atlantic coast and the Gulf of  
Mexico are credited with twenty-eight  
of these boats. That word fits them  
better than "ships." Just two vessels  
were documented on the Great Lakes,  
but they furnished more than half the  
new tonnage of the entire country.  
The total was 13,992 tons. The lakes  
had 7154 tons. The lake vessels aver-  
aged 37 tons each, in official measure-  
ment. Their carrying capacity is much  
greater. It probably exceeds 11,000 tons  
for the two vessels, perhaps 12,000. In  
all the rest of the country, including  
the rivers, the number of new vesselsregistered was forty-four, and they av-  
eraged about 155 tons apiece.There are doubtless millions of peo-  
ple living on the ocean coasts of the  
United States who imagine that salt  
water vessels so far exceed those built  
and used on the Great Lakes, in size  
and power, that there is no chance for  
real comparison between them. Last  
month's record in the way of shipbuild-  
ing looked as if the difference were as  
great as that, but in the opposite di-  
rection.—Cleveland Leader.TO CURE A COLD IN ONE DAY.  
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## A Woman's Way.

Mr. Thompson—"Jones told me a  
secret today."  
Mrs. Thompson (anxiously)—"What  
was it?"  
Mr. Thompson—"The one I told you  
last week."  
Mrs. Thompson—"Oh dear me, that  
Mrs. Jones is such a tattler. I'll never  
tell her anything again."—Judge.

## A Way to Have.

"A woman always claims she can  
make a better bargain than a man," re-  
marked the Observer of Events and  
Things. "And yet when she gets mar-  
ried, the woman always thinks she  
gets the worst of it."—Yonkers States-  
man.A woman talks herself into good im-  
pressions; a man makes them by keep-  
ing his mouth shut.—Athens Globe.

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soil under the Arizona canal. \$2600.40 Acres—Two miles north of the city. 7 room house, all in alfalfa,  
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